

**In the claims:**

Please cancel without prejudice claims 1 - 4

Please add claims 5 – 21.

Claims 1 – 4 (canceled)

5. (new) A method of storing energy in a motor vehicle drivetrain, comprising the steps of:

receiving torque from a power source;

connecting the torque to an input of a first continuously variable ratio transmission

(first CVRT);

rotating a first flywheel with an output from said first CVRT in one direction;

rotating a second flywheel with said first flywheel in a direct opposite said first flywheel;

driving an input of a second CVRT with said output of said first CVRT; and

driving at least one wheel of the motor vehicle with an output of said second CVRT.

6. (new) The method of storing energy in a motor vehicle drivetrain of claim 5, further comprising the step of:

providing a pair of opposed cone gears engaged with each other through a cogged drive belt for said first and second CVRT, a transfer shuttle for moving the position of said cogged drive belt to change a gear ratio between said pair of cone gears.

7. (new) The method of storing energy in a motor vehicle drivetrain of claim 5, further comprising the step of:

connecting an output of said first CVRT to an input of said second CVRT with a drive shaft.

8. (new) The method of storing energy in a motor vehicle drivetrain of claim 7, further comprising the step of:

attaching a first beveled gear on said drive shaft, attaching a second beveled gear to said first flywheel, attaching a first meshed gear concentric to said second beveled gear, attaching a second meshed gear to said second flywheel, said second meshed gear being driven by said first meshed gear.

9. (new) The method of storing energy in a motor vehicle drivetrain of claim 5, further comprising the step of:

retaining a reverse gear assembly in and an output cone gear of said second CVRT.

10. (new) The method of storing energy in a motor vehicle drivetrain of claim 5, further comprising the step of:

providing a first programmable logic controller for controlling a transfer shuttle of said first CVRT, providing a second programmable logic controller for controlling a transfer shuttle of said second CVRT.

11. (new) A method of storing energy in a motor vehicle drivetrain, comprising the steps of:

receiving torque from a power source;

connecting the torque to an input of a first continuously variable ratio transmission (first CVRT);

rotating a first flywheel with an output from said first CVRT in one direction;

rotating a second flywheel with said first flywheel in a direct opposite said first flywheel;

driving an input of a second CVRT with said output of said first CVRT;

providing a pair of opposed cone gears engaged with each other through a cogged drive belt for said first and second CVRT; and

driving at least one wheel of the motor vehicle with an output of said second CVRT.

12. (new) The method of storing energy in a motor vehicle drivetrain of claim 11, further comprising the step of:

providing a transfer shuttle for moving the position of said cogged drive belt to change a gear ratio between said pair of cone gears.

13. (new) The method of storing energy in a motor vehicle drivetrain of claim 11, further comprising the step of:

connecting an output of said first CVRT to an input of said second CVRT with a drive shaft.

14. (new) The method of storing energy in a motor vehicle drivetrain of claim 13, further comprising the step of:

attaching a first beveled gear on said drive shaft, attaching a second beveled gear to said first flywheel, attaching a first meshed gear concentric to said second beveled gear, attaching a second meshed gear to said second flywheel, said second meshed gear being driven by said first meshed gear.

15. (new) The method of storing energy in a motor vehicle drivetrain of claim 11, further comprising the step of:

retaining a reverse gear assembly in and an output cone gear of said second CVRT.

16. (new) The method of storing energy in a motor vehicle drivetrain of claim 11, further comprising the step of:

providing a first programmable logic controller for controlling a transfer shuttle of said first CVRT, providing a second programmable logic controller for controlling a transfer shuttle of said second CVRT.

17. (new) A method of storing energy in a motor vehicle drivetrain, comprising the steps of:

receiving torque from a power source;

connecting the torque to an input of a first continuously variable ratio transmission (first CVRT);

rotating a first flywheel with an output from said first CVRT in one direction;

rotating a second flywheel with said first flywheel in a direct opposite said first flywheel;

driving an input of a second CVRT with said output of said first CVRT;

providing a pair of opposed cone gears engaged with each other through a cogged drive belt for said first and second CVRT, a transfer shuttle for moving the position of said cogged drive belt to change a gear ratio between said pair of cone gears; and

driving at least one wheel of the motor vehicle with an output of said second CVRT.

18. (new) The method of storing energy in a motor vehicle drivetrain of claim 17, further comprising the step of:

connecting an output of said first CVRT to an input of said second CVRT with a drive shaft.

19. (new) The method of storing energy in a motor vehicle drivetrain of claim 18, further comprising the step of:

attaching a first beveled gear on said drive shaft, attaching a second beveled gear to said first flywheel, attaching a first meshed gear concentric to said second beveled gear, attaching a second meshed gear to said second flywheel, said second meshed gear being driven by said first meshed gear.

20. (new) The method of storing energy in a motor vehicle drivetrain of claim 17, further comprising the step of:  
retaining a reverse gear assembly in and an output cone gear of said second CVRT.

21. (new) The method of storing energy in a motor vehicle drivetrain of claim 17, further comprising the step of:  
providing a first programmable logic controller for controlling a transfer shuttle of said first CVRT, providing a second programmable logic controller for controlling a transfer shuttle of said second CVRT.